



An assessment of community participation strategy in the maintenance of rural roads in Idanre local government area of Ondo State, Nigeria

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General Note



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ABSTRACT

Rural people have over the years exist together and operate in unity in their community by going to farm together, engaged in cooperative farm work, eat, drink and sleep together. In most cases, for the common benefit of all, rural people embark on several projects such as construction of roads, schools, and markets as the need arises. To this end, this study was carried out to assess the community participation strategy in the maintenance of rural roads in Idanre Local Government Area of Ondo State, Nigeria. Structured questionnaires were purposively and randomly administered to two hundred (200) household heads in the selected villages in the study area. The purposive sampling is to ensure that only household heads who are residents of each of the selected

villages were sampled. The random technique ensures that individual household heads has equal chance to be sampled for the purpose of the study. Data collected were analyzed using descriptive and inferential statistics in the form of frequency and percentages, and Stepwise regression method. Findings show that the strategy adopted for the maintenance of rural roads in the study area is through provision of free labour by mobilizing the community members to the project site. The result of stepwise regression analysis revealed that inadequate financial resources, conflicts of interest among community, socio-economic status of community members and poor education impede community participation towards roads maintenance in the study area. It is recommended that member of the villages should be engaged at the grassroots design, planning and through the implementation stage of road projects to ensure rural road sustainability.

Key words: Community; participation; strategy; rural road, Idanre; Nigeria.

1. INTRODUCTION

Community participation strategy for fostering community development or project activities is as old as man himself. Right from the onset, men worked individually and collectively to make life better for themselves. Prior to the onset of colonial administration in Nigeria, communities had engaged in community efforts as a mechanism for mobilizing community resources to provide physical improvement and functional facilities that will boost their socio-economic and political lives (Olukotun, 2008). The impression of people's participation in their development has been gaining momentum in the process of human empowerment and development. In the recent time, inclusion of people at grass root level has been advocated to involve in projects development in order to ensure to sustainability of such projects (Kieya, 2016).

Community participation involves a proactive process in which the beneficiaries influenced the development and management of development projects, rather than receiving a share benefit of the project (Adesida & Okunlola, 2015; Adejo, 2014; Paul, 1997). In the same vein, community participation provides an enabling environment for sustainability by allowing users to select the level of services for which they are willing to pay, to guide key investment and management decision and commit resources in support of the choices (Adesida & Okunlola, 2015; Sara & Katz, 1998). However, when beneficiaries allow making decisions, participation becomes a self-initiated action, which is known as the exercise of voice and choice or empowerment (Adesida & Okunlola, 2015; Ghazala & Vijayendra, 2004).

Rural development in Nigeria, most especial in the area of rural road development has suffered setbacks due to poor participation of community members in the provision and maintenance of projects. It is imperative to note that rural roads are very significant to the socio economic and political development of rural communities in Nigeria. These roads provide access to schools, clinics, farms, markets, neighbouring rural communities among others (ORN, 2003; Olusiyi, 2008). In real terms, these roads are seasonal, particularly during the wet season. The seasonality of roads is due mostly to deterioration occasioned by inadequate management and maintenance. Continuous rural road deterioration due to poor maintenance has tremendous negative impact on the utility of these roads for enhanced rural development (Olusiyi, 2008). According to Laah, Adefila, & Yusuf (2014), the rural people are most deprived and neglected to the extent of have little or no access to significance services such as market, road, health, education, and housing among others. Regrettably, infrastructure that should sustain livability of people at local level are lacking. It is very obvious that poor people in many developing countries are still facing with negative consequences of weak development outcomes (World Bank, 2003; 2004). This is highly reflected in the way rural areas has been neglected in the provision of access road that supposed to link them with urban centres for effective spatial interaction. Corroborating the above, Agunbiade (2015) noted that poor road transportation in the rural areas poses a great challenge to rural development efforts and has continue to make most of the rural areas isolated from the main stream of modern society.

According to Olusiyi (2008) the Federal government of Nigeria empowered the local government and established other agencies such as Agricultural Development Bank (ADP) and Directorate of Food Roads and Rural infrastructure (DFRRI), charged them precisely with the responsibility of rural roads construction and maintenance in the country for the purpose of making rural areas in Nigeria livable. These agencies have achieved little or no results in respect of rural roads construction and maintenance in Nigeria. Olusiyi (2008) highlighted the failure of the agencies to include (1) over reliance on heavy machines which are usually manned by personnel who are not capable of carrying out repairs whenever the machines breakdown. (2)The local government under whose jurisdiction the rural roads are directly placed lack necessary funds, qualified personnel and political will for ensuring the continuous maintenance of rural road on a regular basis.

Olorunfemi (2018) also noted that most rural roads constructed in most developing countries, especially in Nigeria has been dilapidated and become unbearable for the users as most of it are characterized by deep potholes as result of poor management

and maintenance culture imbibe by the government. The reasons according to Laah *et al.* (2014) is that implementation of rural development projects (road inclusive) in Nigeria have been impeded as observed by the centre-down approach used by the government in which the rural people were not involved in project conception, planning, monitoring and implementation which often led to failure and abandonment of many valuable projects. This is due to the fact that development interventions have tended to focus on resource and knowledge transfer to beneficiary communities through the stale centre-down approach (Creighton, 2005).

Having realized the weakness of centre-down approach, the adoption of 'bottom-up' approach to development was considered as a better option. Regrettably, despite the adoption of 'bottom-up' approach to rural development, project beneficiaries are still being deprived of participating in the identification, planning, monitoring, evaluation and implementation of projects that are meant to improve their welfare (Akpomunje, 2010; Laah *et al.*, 2014). Despite an inclusion of a component of 'participation' in projects, the level of participation are in the form of local investment of labour and not automatically participating in administrative process. The beneficiary of such projects are only informed thereafter and it is done through community stakeholders meetings where the officials validate their action but modification is not considered as far as the people who are major beneficiary is concern (Thwala, 2010)

The above scenario has posed a lot of threat to infrastructural development in Nigeria as evidence in road infrastructure which appear to be more terrible in the rural areas. It is against the aforementioned that the study seeks to assess community participation strategy in the maintenance of rural roads in Idanre Local Government Area of Ondo State, Nigeria while the objectives are to (i) examine the strategy adopted for the management and maintenance of rural roads in Idanre Local Government Area of Ondo State, Nigeria; (ii) investigate the factors impeding community participation in the management and maintenance of rural roads in the study area; and (iii) highlight the strategies to improve community participation in the management and maintenance of rural roads. The reasons for the choice of Idanre Local Government Area of Ondo State, Nigeria is because is a principal local government where major agricultural produce are derived in Ondo State.

2. LITERATURE REVIEW

According to Ibama, & Chikagbum (2017) participation is not a static process; it is dynamic in nature and can hardly be measured by any parameter. The concept of public participation has in recent times gained momentum but its origin could be traced to the era of the Greek philosopher Aristotle. The intention of the Aristotle was to contribute to good life and human happiness with the aim of encouraging people to participate in state affairs to fulfill and develop human nature. Ibama, & Chikagbum further observed that in United Kingdom, the concept of public participation has its origin traceable to the creation of responsive public services, consumer orientation in the 1980s and community development initiatives in the 1970s. However, the concept of participation is an enriched all-embracing notion that has various connotations between its definition and application. Its definition depends on the contextual application and the principle being applied at that point in time. Okafor (2011) noted that community participation has long been recognised as a major form of discussions in the field of political, administrative sciences, community based activities, urban planning among others. Community participation arises when a community organizes itself and takes full responsibility for managing its problems (Laah *et al.*, 2014). Okafor (2011) opined that community participation is an action that incorporates the demands and values of citizens into public administration services. UN (2005) viewed community participation as the creation of opportunities to enable all members of a community to actively participate, contribute to and influence the development process and to share equitably in the fruits of development.

Community participation specifies an active role for the community, leading to significant control over decision' while consultation is taken to mean sharing of information but not necessarily power (Sarkissian, Cook & Walsh, 1997; Bama, & Chikagbum, 2017). According to Ibama, & Chikagbum (2017) community participation involves decision-making in a community development process which enables the communities, families and individuals to take up roles that would enable them develop capacities that will make meaningful contributions towards their welfare and development. Theron (2005) argued that there are different forms of opinion on either citizen or public participation and it is associated to the way of allowing people to be more committed to function effectively in development projects by permitting them to mobilize their own creative potentials, manage the resources, make decisions and control the activities that affect their lives. In view of the above, Okafor (2011) established that what gives clear understanding of popular participation is the collective efforts by the people concerned together, their pool, their efforts and resources in order to attain objectives they set for themselves.

Adesida & Okunlola, (2015) opined that community participation creates an enabling environment for sustainability by letting users to select the level of services for which they are willing to pay, to guide key investment and management decision as well as committing the resources in support of these choices. When people also involve in decision making, participation become freedom, which is known as the exercise of voice and choice or empowerment (Ghazala & Vijayendra, 2004; Adesida & Okunlola, 2015).

Kumar (2002) argued that participation in this regard encourage the participants to take initiatives and actions which are stimulated by their own thinking and deliberation over what they can exert effective control. Okafor (2011) affirmed that with community participation, the people decide, act and reflect on their actions as conscious subjects. This implies that community participation is expected to result in better design and execution of projects, cost effective and timely delivery of projects inputs and more equitably distribution of project benefits (Adesida & Okunlola, 2015). Ogunleye-Adetona & Oladeinde, (2013) argued that Community participation in project planning and implementations generally acknowledged as a vital input for the socio-economic transformation of the rural areas. This will enable the rural people to see their own problems, arrange them a way of devising acceptable method to solve the problem and thus give them a desired sense of belonging which will ensure the success of the projects and programmes imported upon (Agboola, 1988). Community participation in rural area is not new in Nigeria, it is had been in existence since the pre-colonial period till date whereby the rural dwellers identified their problems themselves and solved them through their own-rural bureaucrats (Ogunleye-Adetona & Oladeinde2013). This is clearly evidence during the pre-colonial period where community people in the spirit of community participation come together in clearing and broadening of rural roads, dredging of water courses, building and maintenance of public places such Emir's palaces, markets among others through community leaders (Agboola, 1988). The participation of the rural people in rural development in these contemporary times can be noticed in grading of rural roads, building of primary schools, clinics and dispensaries among others for the sustainability of their environment (Olawepo, 1997; Ogunleye-Adetona & Oladeinde, 2013)).

Throughout the world, and especially in Africa, community participation is seen as a means to enhance development and service delivery, improve governance and deepen democracy (Kofi, 2013). Many studies have shown that community participation is an integral tool for development most especially in the management and maintenance of rural projects such as road, school, hospital, market among others. For instance, Kofi (2013) argues that people's participation in maintenance and management of development especially rural roads will facilitate social economic changes and improve the livelihood of the rural dwellers. In a related view, Shrimpton (2004) states that community participation in the design and management of a project enhances the likelihood of the project success. The World Bank (1993) recognised lack of community participation as a reason for failure of many projects carried out in developing countries. The study of Godfrey (2013) about the community participation in developmental projects such as transportation, housing and water in Kenya shows a greater achievements as majority of the Kenyans were aware of the projects in their community, thereby given them the opportunity to participate in the actualization of the projects. The study of Gbadamosi and Olorunfemi (2016) titled rural road infrastructural challenges as an impediment to health care service delivery in Kabba-Bunu Local Government Area of Kogi State, Nigeria indicated that the people of the area imbibe the concept of community participation culture in rehabilitation and maintenance of their roads for effective mobility and access to health care delivery in the area. Jonathan (2017) studied the Community Mobilization Awareness: Strategy for Rural Development in Nigeria to ascertain the relationship between lack of increased awareness and rural infrastructure and lack of increased participation of community members and rural development in Northern Senatorial District (NSD) of Cross River State, Nigeria. The author used questionnaire to gathered relevant information for the study. Findings from the study indicated that lack of increased awareness impact negatively on rural infrastructure due to poor participation of community members in the area. The author recommended that government needs to educate and sensitize community members to actively participate in community development as stakeholders. However, the study failed to provide the strategy adopted in community participation in the study area. Ibama, & Chikagbum (2017) studied Community Participation as a Panacea for Rural Development Programmes in Rivers State, Nigeria. The issues considered in their study were community involvement in the maintenance and construction of roads, power project and town hall building. The authors adopted multi-stage sampling technique to collect data with the aid of questionnaire administration from 100 respondents from the study area. Findings from the study revealed 95% of the respondents were fully consulted and participated in the projects embarked upon. Findings also indicated that 55% of the respondents were fully involved at the implementation stage and the level of participation in the projects revealed that 59% of the community members were involved in the supervision of the projects. The authors recommended that there should be a proper design and implementation of specific people oriented rural development plans to encourage the community members to participate effectively at all stages of the development. However, the authors did not indicate the challenges militating community participation in the area.

Chris, Geoff & Bjorn (2007) opined that road deterioration due to lack of maintenance has become a growing issue in developing countries. Yet, the extent of the problem is not fully appreciated and the solutions are still not commonly understood. Equally, the measures required to rectify the shortcomings are under-estimated. These according to the authors, include the scale of support and capacity development required, and the time-scale necessary for establishing an effective road management system. According to Jonathan (2017) in order to revamp the rural economy of Nigeria, the Federal Ministry of Agriculture and Water Resources have established positive relationships between access to infrastructure, agricultural productivity and growth. It is based on this

relationships that the Federal Ministry of Agriculture and Water Resources is planning to provide resources for construction of new roads, rehabilitation of existing ones and maintenance of roads to communities for the purpose of creating easy accessibility for the movement of agricultural produce to the market and at the time improving the standard of living of the rural dwellers.

However, the IDL group (2004) opined that there are various forms of participation and these include passive participation, participation for material incentive, participation by resource contribution, participation by consultation, interactive participation and spontaneous mobilization. According to the author, passive participation occurs when people participate by living in the area of the project. Under this form of participation, the people may be inform about the project to be done or the project that is currently going on but their input will not be needed. Participation for material incentive has to do with a situation where people participate by being paid for labour in either food or inform of cash for a pre-determined project. This may be as a 'community' or as groups. This type of participation occur when people involved in a project by contributing part of the resource needed for the success of such project which could be in the form of labour or money Participation by consultation is when people participate by being consulted (perhaps with an options) on projects where the majority of the decisions have been made. Interactive participation occurs when people participate by joining with external professionals in the analysis of their situation, developing action plans and determining common projects. Spontaneous mobilization is form of participation where people participate by applying their professional knowledge or experiences to solve a particular problem within their community. This may be in the form of self-sponsored projects or in a situation where other institution or agency that is capable of handling the projects can be contacted for assistance. In order to further classified the above types of participation with respect to rural transport infrastructure, The IDL group (2004) also revealed that the range of participation modes decreases as the size and importance of the road increases (Figure 1).

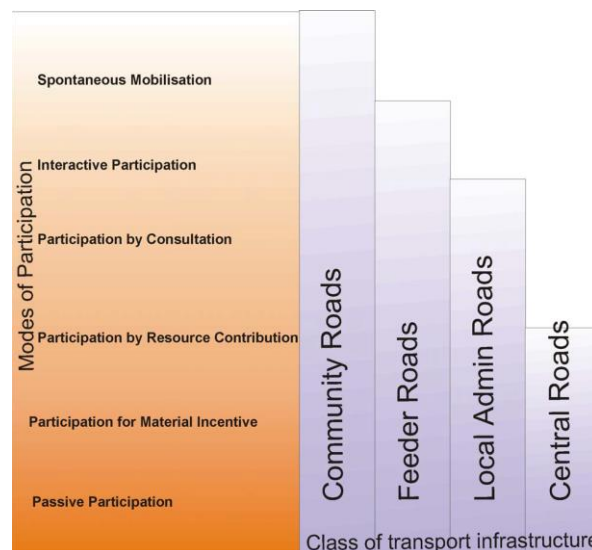


Figure 1: Participation type against road classification

Source: The IDL Group (2004).

3. STUDY AREA

Idanre Local Government Area of Ondo State has a population of 129,795 (National Population Census, 2006). The Local Government has two major towns Alade and Odode with several villages and is noted as one of the major food hub in Ondo State. The study area shares common boundaries with Ondo West, Ondo East and Ile-Oluji-Oke-Igbo Local Government on the West, Akure North, Akure South Local Government and Ifedore Local Government on the North, Owo Local Government to the East, Irele, Odigbo Local Government and Edo state on the South. Figure 2 shows the location of Idanre Local Government in Nigeria, and the selected rural areas for the study.

4. METHODOLOGY

The research adopts survey approach and data were sourced using both primary and secondary sources. The primary sources used consist of personal observation and questionnaire administration. The questionnaire captured information on socio-economic characteristics of the household heads in the study area, strategies adopted for the maintenance of road among others.

In the course of this research, twenty (20) household heads were randomly selected from 10 major villages across the study area. The reason for the selection of twenty household heads in the selected villages in Idanre Local Government was due to the

homogeneity nature of the villages selected. The names of the selected villages are Ago Bolorunduro, Ago Onireke, Aso-Igbo, Ilemo, Ajebandele, Ajegunle, Igbo-Olokun, Ala-Ogbo, Omilifon, Labuwa, Ala Asorogbon, Jimbe, Igbo-Epe, Idanrore, Ayede, , Ago-Ajana, Gbeleg, Ago Odode, Aiyefemi and Ago-Adajo. This implies that two hundred (200) copies of questionnaires were purposively and randomly administered to the household heads in the selected villages in Idanre Local Government area of Ondo State, Nigeria. The purposive sampling is to ensure that only household heads who are member of each of the selected villages were sampled for the study. The random technique ensures that individual household heads have equal rights to be sampled for the purpose of the study. The data collected for the study were analysed using simple descriptive statistics in form of frequency counts and percentage and inferential statistics using stepwise regression. The stepwise regression method was used to analysis the factors impeding community participation in the maintenance of rural road.

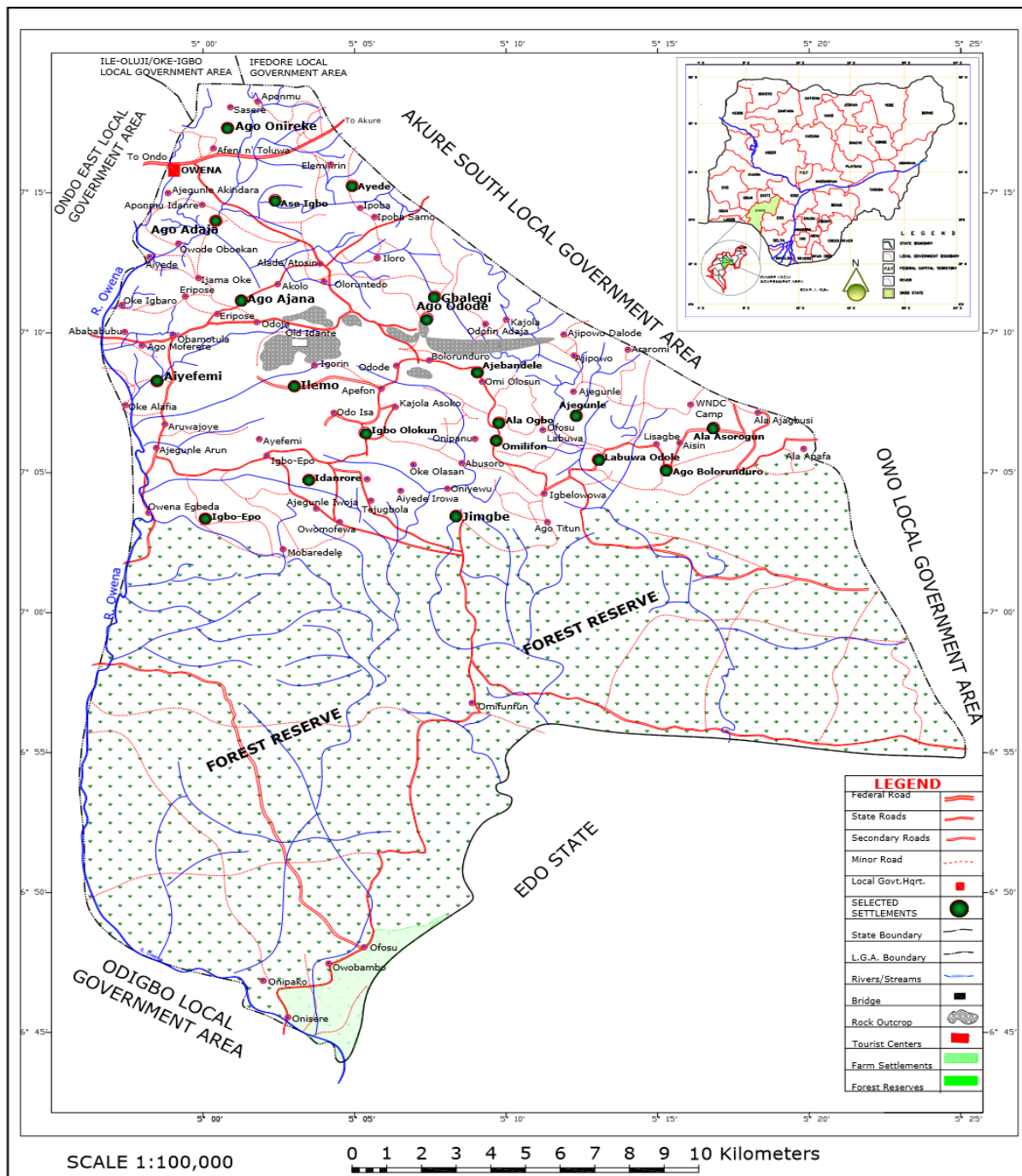


Figure 2: Map of Idanre Local Government showing the selected Villages for the study

Source: Works Department, Idanre Local Government, 2018

5. FINDINGS AND DISCUSSION

5.1. Socio-Economic Characteristics

The summary of the socio-economic characteristics of household heads surveyed for the study is revealed in Table 1. From Table 1, the gender status of the household heads in the study area revealed that 72.5 % were males and 27.5% were females. This shows that males were more in the selected villages than their female counterpart. This perhaps could be as result of their occupation which is mainly farming. Ordinarily, males are more active and can withstand any rigour activities than females and being the head of the family, have to provide for the family while females support in their own little ways. The investigation into their marital status shows that 5.0% were single and divorce respectively, 76% were married, 14.0% widowed. This implies that married people were actively engaged in community participation most especially in taken decision that has to do with community development. Corroborating the above, Adewole (2015) noted that married people in a community are more committed to the development of their community than unmarried people because of their investment in such community.

The educational status of the respondents shows that 27.0% had no formal education, 45.0% possessed primary school education, 17.0% had secondary education and 11.0% acquired tertiary education. This indicates that majority of respondents are primary school certificate holders. This may limit their capacity in decision making regarding technical issues in management and maintenance of road, as well preventing them in handling modern equipment that could be used for maintenance of roads.

The age status of the household heads in the study area indicated that 10.0% of them falls within the age bracket of 20-30 years, 22.5% falls within 31-40 years, 27.5% falls within 40-50 years, 35.0% were between 51-60 years and 5.0% were 60 years and above. This shows that the majority of the household heads in the area fall within the age bracket of 51-60 years. This implies that there is inadequate engagement of active youths in community participation in the study area. This may be due to the absence of social amenities such as school, electricity, good road among others which ought to motivate the youth to stay in rural area. As such, majority of them relocate to the urban centres where they can enjoy such amenities. This poses threat to sustainable rural development in Nigeria. However, this situation calls for policy to encourage the youths to stay in the rural areas by making rural area conducive for living through provision of infrastructure that will enable them to participate and decide on the issues towards the development of their society (Olorunfemi and Adenigbo, 2017). In terms of income, majority of the household heads sampled earned between ₦ 300,001 (\$833.3)- ₦ 400,000 (\$1111.1) (47.5%) annually. Others earned between 100,001 (\$277.8- N200, 000 (\$555.6) (12.0%), ₦ 200,001 (\$555.6) - ₦ 300,000 (\$833.3) (16.0%), ₦ 400,001 (\$1111.1)- ₦ 500,000 (\$1388.9) (19.0%) and only 5% of the respondents earned 500,000 (\$1388.9) and above. Judging from the household heads income in the study area, it is revealed that majority of the household heads surveyed still live below one US dollar per day as indicated by the United Nation. This may affects the people's standard of living and their community participation level, most especially when it comes to the issue of financial contribution towards community projects.

Table 1: Socio-Economic Characteristics of Household Heads

	Frequency	Percentage
1. Sex		
Male	145	72,5
Female	55	27.5
Total	200	100.0
2. Marital Status		
Single	10	5.00
Married	152	76.0
Divorced	28	14.0
Widowed	10	5.0
Total	200	100.0
3. Age		
20-30 Years	20	10.0
31-40 Years	45	22.5
41-50 Years	55	27.5
51-60 Years	70	35.0
Above 60 Years	10	5.0
Total	200	100.0
4. Educational Status		

	No Former Education	54	27.0
	Primary School	90	45.0
	Secondary School	34	17.0
	Tertiary	22	11.0
	Total	200	100.0
5.	Annual Income Status		
	₦ 100,001- N200,000	25	12.5
	₦ 200,001- ₦ 300,000	32	16.0
	₦ 300,001- ₦ 400,000	95	47.5
	₦ 400,001- ₦ 500,000	38	19.0
	₦ 500,000 and Above	10	5.0
	Total	200	100.0
6.	Household size		
	1-3	21	10.5
	4-6	55	27.5
	7-9	110	55.0
	9 and Above	14	7.0
	Total	200	100.0

Source: Author's Field Work, 2018

5.2. Strategy adopted for the Management and Maintenance of Rural Road

The strategy adopted for the maintenance of rural roads in Idanre Local Government is revealed in Figure 3. The analysis shows that 46% of the household heads claimed engaging in free labour services has been the strategy mostly used in the study area for the maintenance of rural roads, 32.5% of them affirmed to the provision of part of resource needed for road project which is usually in the form of money, food and plank/wood needed for scaffolding, 16.5% of them suggest partnership with government and Non-governmental organization (NGOs) and 5% claimed to consult with the professionals. It clearly indicated from the analysis that maintenance of rural roads in Idanre Local Government has been through free labour from the community members. This has made most of the rural roads to be accessible despite the fact that the road is not tarred. This type of participation according to The IDL group, (2004) is what is known as participation by resource contribution (i.e. when people participate by contributing a resource in the form of free labour or money). In agreement with the above, Kwaja's (2001) and Laah *et al.* (2014) established that projects financed, managed, supervised and maintained by community members are more sustainable than projects managed by government because of the believes that the project belong to them and they are the major benefactor of such project.

The above strategy is usually archived through sensitization and awareness, mobilization and consultation with political stakeholders. Interestingly, 27.5% of the household heads revealed that the mode of achieving the strategy in the study area is through sensitization of community members about the project, 55% of the respondents claimed that member of the community are usually mobilised to project site and 17.5% affirmed to be through consultation with people in political authorities to lobby them to assist in the maintenance of rural roads and other developmental projects (see figure 3b).

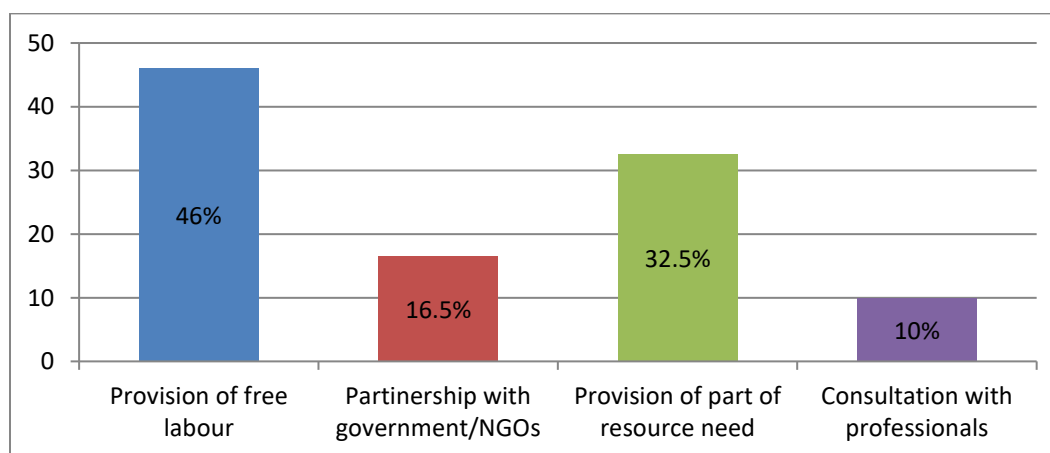


Figure 3a: Strategy adopted for the Management and Maintenance of Rural Roads in Idanre LGA

Source: Author's Field Work, 2018.

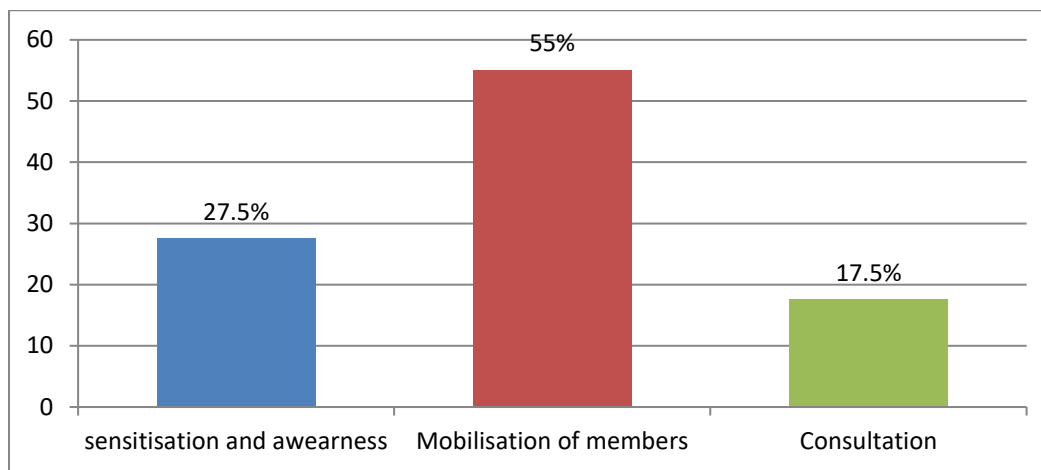


Figure 3b: Mode of achieving the Strategy.

Source: Author's Field Work, 2018.

5.3. Factors impeding Community Participation in the Maintenance of Rural Roads

Factors impeding community participation in the maintenance of rural roads in the study area include financial resources to facilitate adequate participation of members, poor education among community members, conflicts of interest among members, inadequate support from government, cost of procurement of materials and socio-economic status of member of the community. To determine the significant factors, stepwise regression analysis of the identified factors was carried out. The reason for the adoption of stepwise regression is because it has the ability to remove variables that are not significant in a model.

Table 2 showing four models with multiple correlation coefficients $R = 0.696$ for model 1 indicates a strong correlation between the factors impeding community participation and inadequate financial resources. Model 2 with $R = 0.722$ shows that a strong relationship exist between the factors impeding community participation and inadequate financial resources and conflicts of interest among community members. Model 3 having $R = 0.736$ shows inadequate financial resources, conflict of interest and socio-economic status of members have significant correlation for impeding community participation of rural roads maintenance. Model 4, $R = 0.742$ indicates a strong relationship of the factors impeding community participation to include inadequate financial resources, conflicts of interest among community, socio-economic status of community members and poor education. This implies that inadequate financial resources, conflicts of interest among community, socio-economic status of community members and poor education are the major impeding factors to effective community participation in the management and maintenance of rural roads in the study area. The R^2 value showing 0.484, 0.521, 0.542 and 0.551 for model 1, model 2, model 3 and model 4 respectively explain 48.4%, 52.1%, 54.2% and 55.1% of the variance in the variables impeding community participation in the maintenance of rural roads in the study area.

Table 2: Model Summary

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.696 ^a	.484	.482	.22533
2	.722 ^b	.521	.516	.21768
3	.736 ^c	.542	.535	.21351
4	.742 ^d	.551	.542	.21195

a. Predictors: (Constant), Inadequate financial resources

b. Predictors: (Constant), Inadequate financial resources, Conflict of interest

c. Predictors: (Constant), Inadequate financial resources, Conflict of interest, Socio-economic status of community members

d. Predictors: (Constant), Inadequate financial resources, Conflict of interest, Socio-economic status of community members, Poor education

Source: Author Field Work, 2018.

The ANOVA result for model 1 in Table 3 presents an F-Test equal to 186.043 when the explanatory variables are set at zero. The result shows $F(1,198) = 186$ significance at $p = 0.000$, bring to conclusion that inadequate financial resources affects community

participation in the maintenance of rural roads. The model 2 shows $F(2,197) = 107$ significant at $p=0.000$, implies that inadequate financial resources and conflicts among community members significantly influence community participation in the maintenance of rural roads. Model 3 indicates $F(3,196) = 77$ significant at $p=0.000$, shows that inadequate financial resources, conflicts of interest among community members and socio-economic status of community members influence community participation in the maintenance of rural roads. Model 4 reveals $F(4,195) = 60$ significant at $p=0.000$, implies that inadequate financial resources, conflicts of interest among community, socio-economic status of community members and poor education influence community participation in the maintenance of rural roads.

Table 3: ANOVA^a Result Model

Model		Sum of Squares	Df	Mean Square	F	Sig.
1	Regression	9.446	1	9.446	186.043	.000 ^b
	Residual	10.054	198	.051		
	Total	19.500	199			
2	Regression	10.165	2	5.083	107.263	.000 ^c
	Residual	9.335	197	.047		
	Total	19.500	199			
3	Regression	10.565	3	3.522	77.249	.000 ^d
	Residual	8.935	196	.046		
	Total	19.500	199			
4	Regression	10.740	4	2.685	60.174	.000 ^e
	Residual	8.760	195	.045		
	Total	19.500	199			

a. Dependent Variable: Does any factor hindered community participation in your area

b. Predictors: (Constant), Inadequate financial resources

c. Predictors: (Constant), Inadequate financial resources, conflict of interest

d. Predictors: (Constant), Inadequate financial resources, conflict of interest, Socio-economic status of community members

e. Predictors: (Constant), Inadequate financial resources, conflict of interest, Socio-economic status of community members, Poor education

Source: Author's SPSS Computation, 2018.

Table 4 provides the estimates of the regression coefficient, standard errors of the estimates, t-tests that a coefficient takes the value zero, and confidence intervals alongside the collinearity statistics. For model 1 where the variables were regressed stepwise, only inadequate financial resources was significant to serve as impediment to community participation in the maintenance of rural roads in the study area with coefficient of 0.205 and significant at $p<0.000$. This implies that the impeding factors of community participation will increase by 20.5% for every additional score on inadequate financial resources in model 1. In the case of model 2, the stepwise regression accounted for two variables which are inadequate financial resources for road maintenance and conflicts of interest among community members. The coefficient shows 0.292 for inadequate financial resources and 0.84 for conflicts of interest among community members. The result implies that factors impeding community participation in the maintenance of rural roads will increase by 29.2% for additional score on inadequate financial resources and 84% for additional score on conflict of interest among community members.

In model 3, the stepwise regression reveals three variables which are inadequate financial resources, conflicts of interest among community members and socio-economic status of community members. The coefficient shows 0.266 for inadequate financial resources, 0.183 for conflicts of interest among community member and 0.42 for socio-economic status of community members. The result implies that factors impeding community participation in the maintenance of rural roads will increase by 26.6% for inadequate financial resources, 18.3% for conflicts of interest among community members and 42% for socio-economic status of community member. Also in model 4, the stepwise regression shows four variables which are inadequate financial resources, conflicts of interest among community, socio-economic status of community members and poor education. The coefficient shows 0.266 for inadequate financial resources, 0.153 for conflicts of interest among community member and 0.41 for socio-economic status of community members and -0.27 for poor education among community members. The result implies that factors impeding community participation in the maintenance of rural roads will increase by 26.6% for Inadequate financial resources, 15.3% for

conflicts of interest among community members and 41% for socio-economic status of community members and decrease by -27% for poor education among community members.

Corroborating the above, Jukka (1992) noted that lack of financial resources at the local level to facilitate community participation has been a major problem due to their limited financial resources power. The author suggested that rural road development will require central funding and commitment and disbursement of these funds have to include other tiers of government be it local, regional or state and national or international depending on the level of the project. Okafor (2011) indicated that conflicts of interest among members of the communities also hindered effective participation. Adesida & Okunlola, (2015) noted that socio-economic status most especially age and educational status of member may have influence on level of participation.

5.4. Strategy to Improve Community Participation in Rural Road Management and Maintenance

Table 4 revealed the strategy to improve community participation towards rural maintenance in the study area. Out of the total household heads sampled, 20% identified effective communication between members of the community and project providers will improve community participation towards rural roads maintenance, 51% of them suggest engagement of the community members right from the grass root planning of the road project to the end and 29% established that creation or establishment of open platform for adequate discussion and deliberation about road management and maintenance within the community. From the analysis, it reveals that majority of the household heads surveyed agreed that engagement of the community members right from the grass root planning of the road project to the end will improve community participation towards rural road management and maintenance. This is in agreement with the findings of Ibama, & Chikagbum (2017) in River State, Nigeria where majority of the rural development projects studied were successful due to the fact that the communities' members were involved in the projects right from the inception to the end.

Table 4: Strategy to Improve Community Participation towards Rural Road Management and Maintenance

S/N	Strategy to Improve Community Participation towards Rural Road Management and Maintenance	Frequency	Percentage
1.	Effective communication between members of the community and rural roads projects providers	40	20.0
2.	Engagement of members of the community right from the grass root planning to the road project to the end	102	51.0
3.	Establishment or creation of open platform for adequate discussion and deliberation about road management and maintenance within the community	58	29.0
	Total	200	100.0

Source: Author's Field Work, 2018.

6. CONCLUSION AND RECOMMENDATION

The study assessed community participation strategy in the maintenance of rural roads in Idanre Local Government Area of Nigeria. Findings shows that the strategy adopted for maintenance of rural roads in the study area is through provision of free labour and mode of achieving that is done through mobilisation of community members to the project site. The result of stepwise regression analysis also revealed that inadequate financial resources, conflicts of interest among community members, socio-economic status of community members and poor education impede community participation towards roads maintenance.

In order to sustain community participation towards the maintenance of rural roads in the study area, there is need for constitution of rural road management and maintenance committee at each village in the study area. This committee will be the one to carry out routine monitoring of roads within their jurisdiction and as well serve as middlemen between the community and the political authorities to device the means of sustaining rural roads. There is need for proper synergy between government and private organisation to support the rural areas by providing them with adequate financial resources and social amenities that will further enhance community participation in rural developmental projects and at the same time reduce rural-urban youth migration.

More so, for sustainable development of rural projects, government/nongovernmental organization and other donor agencies should ensure that rural dwellers are usually involved right from the inception of the project to the implementation stage. This will create a platform for community ownership and sustainability of such project.

Conflicts of Interest

The authors declare no conflicts of interest.

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